

Montana and the Sky

Vol. 37, No. 2

MONTANA AERONAUTICS DIVISION

February 1986

FAA CHIEF TO OPEN CONFERENCE

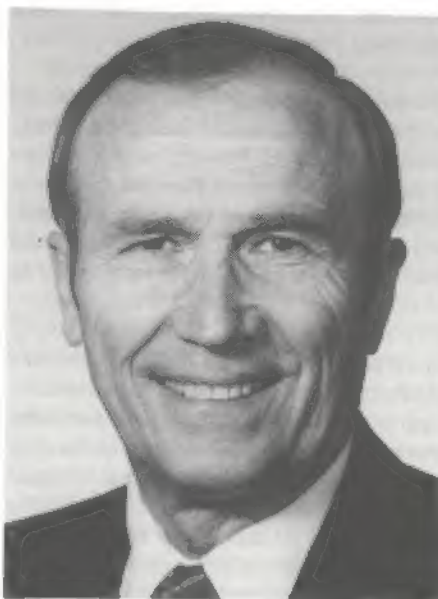
Admiral Donald D. Engen, administrator of the Federal Aviation Administration, will be the keynote speaker at the opening luncheon of the Montana Statewide Aviation Conference on Thursday, March 13.

Donald Engen was appointed FAA administrator by President Reagan on the basis of his 40 years' experience in aviation and his proven record of successfully managing large, technical organizations. He was sworn in on April 10, 1984.

Engen is the first FAA administrator to have been a member of the National Transportation Safety Board. A retired Navy Vice Admiral, he also has been a combat pilot, engineering test pilot, air accident investigator, and aviation corporate executive. He earned 29 decorations during a 36-year Navy career and was Deputy Commander-in-Chief of the U.S. Atlantic Command and U.S. Atlantic Fleet at the time of his retirement in 1978.

Following his retirement from the Navy, he was an executive with the Piper Aircraft Corporation and spent two years as senior associate with a consulting firm in Arlington, VA. He was appointed to the NTSB by President Reagan in June 1982 and served until his FAA appointment.

Engen began flying with the Navy during World War II and participated in the air and sea battles that accompanied the recapture of Guam, the Philippines, Iwo Jima, Okinawa, and other islands in the Pacific campaign. Among his 29 decorations is the Navy Cross - the Navy's highest



award for valor - which he was awarded for his actions in the sinking of a Japanese aircraft carrier.

He subsequently became an engineering test pilot and conducted evaluations of many aircraft in both the United States and the United Kingdom. He also was involved in testing new equipment designed to improve air traffic control as well as developing airplane instrument flight procedures.

During his military and civilian aviation career, Engen has flown more than 200 different aircraft, including the Navy's first jets. His log book shows more than 6,000 hours; and he remains an active pilot, holding a commercial license with an in-

strument rating and a commercial glider license.

Born in Pomona, Calif., on May 28, 1924, Engen holds a B.A. in business administration from George Washington University and is a graduate with distinction of the Naval War College. He has an honorary Doctor of Science degree from the Florida Institute of Technology and in 1984 was awarded the Society of Experimental Test Pilots prestigious Doolittle Award for Technical Management.

Elsewhere in this issue are articles on other conference speakers, general information, a tentative schedule and registration form. Check it all over and make plans to come.

Registration Reminder. . .

Remember that the deadline for aircraft registration is March 1. All aircraft operated in the state must be registered by that date. A \$100 late registration penalty MUST BE assessed after that date. Application forms have been mailed to all county assessors.

Pilot registration must be received by the Division no later than April 1. Pilot registration cards have been mailed to all those who held 1985 registrations. State FBOs have also been sent supplies of registration cards.

Administrator's Column

\$100 Aircraft Registration Penalty. Although I've talked about this on previous occasions, I want to remind all of you aircraft owners that your aircraft registration renewal will NOT be accepted if it is not in our office or postmarked by March 1 unless accompanied by a \$100 late registration fee. The Legislative Audit Committee voiced their dissatisfaction of their auditors' report that the Aeronautics Division was not placing enough emphasis on strict adherence to the law (MCA 67-3-202) which, in part, states that aircraft "not registered on or before March 1 of the current calendar year, a penalty fee of \$100 shall be added to the registration fee and collected." If you are having any kind of a problem which you feel will not permit you to have your application for aircraft registration in by March 1, please call our office and maybe we can help. In any case, do not let March 1 slip by and then start getting concerned. We have to take action to collect the \$100 late registration fee if it is late.

* * *

1986 Statewide Aviation Conference. I'd like to ask you to take time to read the coverage elsewhere in this newsletter about our upcoming Conference. We feel that a "better than ever" program has been put together for you this year which will offer many items of interest to everyone, including the children and students. There will be strong emphasis placed on education and career awareness on Saturday's program. I urge you to make an effort to attend the entire Conference and to bring your family.

* * *

New Aeronautical Chart. We need your help. In addition to our previous requests to let us know about any privately owned airstrips you may be aware of which are not presently on our aeronautical chart, we are also requesting that you let us know of any transmission line crossings, radio towers, or any other tall structures which you feel may be a hazard to air navigation. If you are not sure whether or not they are considered a hazard, let us know anyway. We will investigate to make a determination and if necessary will depict it on the new chart. Write or call us collect, as we need to know right away as the chart will soon go to press.

* * *

Separate the FAA From DOT. I was pleasantly surprised when I read in the February 1986 issue of *Sport Aviation* that the EAA is actively researching the possible reestablishment of the Office of General Aviation and separating the FAA from the Department of Transportation, thus making it an independent agency once again. Most who have to deal with the FAA feel that the DOT is increasingly and unreasonably getting involved in aviation matters in which they have no expertise or reason. This criticism includes the usual long delays in announcing major decisions, which now have to be first reviewed by a long line of aviation/DOT bureaucrats before being formalized and reaching the public. Aviation is the only form of transportation which is totally regulated and it is so much more technically sophisticated than other forms of transportation and simply should not be lumped in with autos, trucks, trains, buses, and ships. Because of this, aviation has unduly suffered. The experience of the "real world" has proven that while one governmental agency to cover all transportation modes seems logical, it simply is not serving in the best interests of aviation and the public. The article goes on to say that "a comprehensive DOT is an idea whose time has come . . . and gone. It is now the duty of Congress to recognize that its good idea of the 1960s is a bad idea in the world of the 1980s . . . and return the FAA to independent status." It has been my experience, which is shared by most (including many FAA people), that the EAA has "hit the nail on the head."



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NASAO Official To Attend Conference

Robert T. Warner, executive vice president of the National Association of State Aviation Officials, will attend the Statewide Conference and speak to members of the various groups and address concurrent sessions.



NASAO members are the state agencies responsible for aviation planning and administration in the 50 states plus Puerto Rico and Guam. As a representative of public sector officials, NASAO is in a unique position to effectively influence the development of policies to assist all segments of the aviation community.

Bob is responsible for congressional and regulatory agency liaison in Washington, D.C., as well as working with members on state and local issues and with allied organizations on matters of mutual interest.

Prior to joining NASAO, Bob was with the Aircraft Owners and Pilots Association (AOPA) for 13 years. His most recent position was senior vice president, government and public affairs.

Warner's educational credentials include an aviation management degree from Auburn University of North Carolina's Young Executive Institute and the National Transportation Safety Board's Aircraft Accident Investigation School.

His extensive technical background includes expertise in air traffic control, airports, and airspace issues. In addition, he is a commercial pilot with 2,500 hours to his credit. He also holds an instrument rating and is the proud owner of a 1974 Cessna Skyhawk.

This N' That on the Conference

Almost 50 booth exhibitors have accepted the invitation to come to Montana for the Statewide Aviation Conference, and over 100 pre-registrations have already been received.

A tentative schedule is published elsewhere in this issue. While there may be some minor changes, the program is fairly firm. Committee members are excited about the wide range of subjects in the sessions planned and the expertise of the speakers.

Luncheon and dinner speakers include Admiral Donald Engen, administrator of the FAA; Thomas Watt, director of the Aviation Branch, Alberta Transportation; Paul Poberezny, president, Experimental Aircraft Association; Don Clausen, Aviation Education Program, FAA, Washington, D.C.; and Major James C. Adamson, NASA astronaut.

Invitations have been sent to members of Montana's legislature and to pilots in surrounding states and Canada.

A block of rooms has been reserved at the Plaza Holiday Inn in Billings where the Conference is being held, and at this writing there were still a few rooms left. You may call them at 248-7701 for reservations. **BE SURE TO MENTION THAT YOU ARE ATTENDING THE STATEWIDE AVIATION CONFERENCE.**

Meal tickets may be purchased on an individual basis - you need pay for only those you wish to attend. However, in order to supply the hotel with a count, **MEAL TICKETS MUST BE PURCHASED 24 HOURS IN ADVANCE. THOSE WISHING TO ATTEND THE KICK-OFF LUNCHEON ON THURSDAY, MARCH 13, MUST PRE-REGISTER.** A registration form is included in this issue. If you feel you will not have time to mail your registration, you may register by phone by calling the Aeronautics Division at 444-2506 no later than March 5.

A car rental agency in Billings, A-1 Rent-A-Car, has offered special rates for those attending the Conference. Their rates are \$33/day for compact newer cars and \$35/day for medium sized newer cars with 150 free miles. Vintage (older) cars will rent for \$12/day for compact plus 14 cents per mile and \$14/day for medium sized plus 16 cents per mile. Again, be sure to mention that you will be attending the Aviation

Conference for these special rates. Contact them at 3906 1st Ave. S. in Billings or call at 252-2399. You will need a credit card for identification.

Further questions may be referred to the Aeronautics Division at 444-2506 in Helena or to Steve Vold, Committee chairman, at 259-5006 in Billings. We all look forward to seeing you in Billings in March.

CALENDAR

Feb. 25 - Aeronautics Division Pilot Safety Program, Libby.

March 12-15 - Montana Statewide Aviation Conference, Billings.

March 12 - 15 - Aviation Mechanics Refresher Seminar, Billings.

March 22 - Fly-In Trivia Contest. Sponsored by Spokane Cloudbusters. Call (509) 534-8631 for further information.

July 12 - First Annual Airplane Rumage Sale, Kalispell City Airport. Sponsored by Flathead Hangar of the MPA. (More information later.)

July 18 - 20 - Schafer Meadows Fly-In.

Aug. 1-8 - EAA Fly-In, Oshkosh, Wisc.

Aug. 17 - Helena Air Show.

Sept. 19-21 - Mountain Search Pilot Clinic, Kalispell.



Letter to the Editor—

(In our January issue we asked for theories as to why the shirttail is clipped on new solo pilots. We got the following reply.)

I believe the answer to your question regard cutting your shirttails after soloing is quite simple. After being told to go up and solo, the need to clean the left seat is quite common after the student has returned to earth . . . or at least I found it that way!

Congratulations, Cathy.

Bill Iverson
Milltown

CANADIAN ADMINISTRATOR TO ADDRESS LUNCHEON



Did you ever see the movie "The Great Escape"? Would you like to hear the true story and meet the man who was actually involved?

Thomas M. Watt, director of the Aviation Branch of Alberta Transportation, will address the luncheon at the Statewide Conference on Friday, March 14, and will relate his experiences.

Mr. Watt has had a distinguished career with over 40 years of service in aviation. His experience covers not only a full range of flying experience with over 21,000 hours as a military pilot, a commercial pilot, and a demonstration pilot but also an impressive achievement as an administrator.

During World War II, Mr. Watt served as an RCAF pilot who was downed and taken Prisoner of War. After 2½ years, he made a remarkable escape - so remarkable, in fact, that it was made into the now well-known film "The Great Escape."

Following his discharge from the RCAF in 1945, Watt pursued a civilian aviation career and began bush flying in Yellowknife, Northwest Territory, a position which led to flying the mail on Norseman in Quebec, Labrador and Newfoundland. While on this tour of duty, he piloted numerous medical evacuations, a service which was acknowledged formally in 1979 when he was awarded Officer and Companion of St. Lazarus of Jerusalem for Mercy Flights.

In the 1950s, Tom Watt became chief pilot with Wheeler Aviation of Montreal and flew C46s, DC 3s, PBYS, and DC 4s.

To expand his aviation experience, Watt turned to corporate aviation and, following an assignment as a demonstration pilot with Canadair in 1962, he became Chief Pilot with Home Oil Company in Calgary.

Beech Aviation noted Tom Watt's capabilities as a pilot, and from 1968 to 1972 he served as demonstration pilot to test the King Air 100. In this position, he twice circumnavigated the globe.

Inevitably, Watt's aviation experience led to administration and, in 1973, the government of Alberta recruited him to assume the new position of Director of Aviation, Alberta Transportation. Under Watt's direction, Alberta Transportation has developed a network of 84 airports in the province; 16 are operated directly by Alberta Transportation and 68 are operated by municipalities. Today, Alberta is an accepted leader in the provision of modern and functional airport facilities. Its airports are serviced with paved strips, runway lighting, and efficient terminal buildings.

Watt's focus now is on the development of IFR capability at his airports, and in the past two years, he has pioneered such new

initiatives as installation of the first commercial public use MLS in Canada, invention of a unique MLS installation technique which has become an international standard, encouragement of the implementation of an efficient remote monitoring and maintenance system, and introduction of the implementation of NDB/DME airports to provide pilots with a safe and reliable network of IFR approach alternatives.

Tom Watt is an active participant in the Alberta Aviation Council, the Canadian Business Aircraft Association, the Air Transport Association of Canada, and the International Northwest Aviation Council.

In 1983, he was recognized with a life membership to the Alberta Aviation Council for his contribution to aviation in Canada. In 1984, the Northwest Aviation Council presented him with the Role of Honour Award for his contribution to aviation in Canada and the United States. He is the only member west of Toronto to serve on Transport Canada's Aeronautics Advisory Board.



U.S. Department
of Transportation

**Federal Aviation
Administration**

NOTICE All Pilots

- All ELT Transmissions are Now Reported to Search and Rescue by Satellites.
- 97% of ELT Reports are False Alarms—Over 600 Per Month.
- Searching for False Alarms Detracts from the Search for a Downed Aircraft—That Aircraft may be Yours.
- Before Start-Up and After Shut-Down, Tune Your Aircraft Receiver to 121.5—Your ELT may be Transmitting.
- If Your ELT Was On—Call Your FSS as Soon as Possible.
- Check Your ELT Batteries—Dead Batteries Will Send a Distress Signal to No One.
- An Operable ELT may Save Your Life.
- Disconnect the ELT Battery Whenever You Remove an ELT from an Aircraft.

New Tapes Available In Film Library

Three new video tapes and a slide/tape presentation are available for loan from the Aeronautics film library.

Tape #7

THE GOLDEN BIRDS

Aviation A.V. Library, 66 minutes, 1/2", VHS.

1985 is the 50th anniversary of two great "Golden Birds" - the venerable DC-3, which may very well fly on forever, and that great Warbird, the flying Fortress B-17.

Tape #8

THE GREATEST ADVENTURE

Manbeck Pictures Corp., 1961-1969, color, 50 minutes, 1/2", VHS.

The story of man's first voyage to the moon. It covers the beginning of the research to the landing on the moon in 1969. See John Glenn at a height of 125 miles who was the first man to orbit the earth. The first flight of the "Saturn" which reached 24,000 mph. The launch to the moon, July 16, 1969, and the takeoff from the moon back to earth. Exciting record of space flight.

Tape #9

AIRCRAFT FLIGHT-LINE SERVICE

AOPA, color, 25 minutes, 1/2", VHS.

A flight-line service training program designed to enhance flight-line safety and to help eliminate misfueling accidents. This new training program is intended for use by fixed-base operators and aviation train-

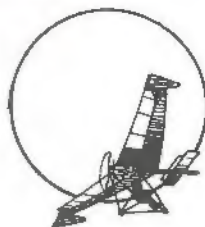
ing facilities that employ or train personnel in aircraft handling and fueling. (FBOs take note: "Aircraft Flight-Line Service" is an excellent video tape for you to use for some in-house training of new line personnel or as refresher training.)

Slide/Tape ON LANDINGS

Cooperative project of the AVCO Lycoming Williamsport Division, Federal Aviation Administration, General Aviation Manufacturers Associate, and Transport Canada. 3 hours.

The presentation covers such topics as undershooting and cross-control stall, hard and bounced landings and loss of directional control, the eight factors of landing long, how to fly a properly executed go-around, landing gear emergencies, landing on wet, icy, or snow covered runways, and landing at night.

Films, video tapes, slide programs are available for loan free to pilot groups. To obtain any of the video tapes, 16mm films, or 35mm slide tape programs, write your request to the Montana Aeronautics Division, Box 5178, Helena 59604. Please give us a show date plus an alternate date.



A superior pilot is one who stays out of trouble by using his superior judgement to avoid situations which might require the use of his superior skill.

Giulio Selected CFI Of The Year



Dennis Giulio of Boulder has been selected CFI of the Year for 1985 for the Northwest Mountain Region. At a special ceremony in Helena on January 9 he was presented with a special plaque and congratulations by Charles Foster, director, Northwest Mountain Region. Giulio has been active as a flight instructor since 1980. He has logged over 2,800 hours of flight instruction and over 3,300 total flight hours. This annual award is part of a national awards program sponsored jointly by representatives of the aviation industry and the FAA. Nominees must be full time civilian Certified Flight Instructors and are judged on the basis of specific achievements and superior performance in their field. Judging was done by industry peers.

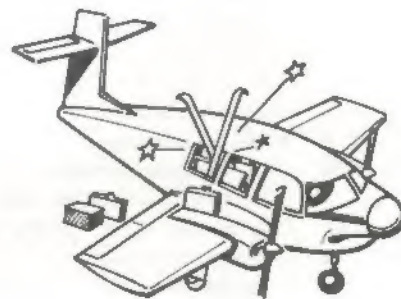
MOVING???

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 25*. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME(Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____



TENTATIVE SCHEDULE STATEWIDE AVIATION CONFERENCE

(Please remember that this is a tentative schedule. While the basic structure will remain the same, some sessions may yet be shifted before the final program is printed.)

Wednesday, March 12

- 9:00 Begin booth set-up
- 1:00 Registration begins

Thursday, March 13

- 8:00 Continue booth set-up
- 8:00-11:30 Mechanics Seminar (non-mechanics welcome)
- 9:00-10:00 WMATA Meeting
- 10:00-11:30 MAMA Business Meeting
- 10:00-11:00 Display area open - coffee served
- 11:30- 1:00 Kick-off luncheon - Admiral Donald Engen, Administrator, FAA
- 1:15- 2:00 Concurrent sessions:
 - Aircraft Taxation
 - Handling Aviation Business Accounts
 - Ag Seminar
 - Flying Companion Seminar - Part I
 - Putting on Air Shows
- 2:30- 3:15 Concurrent sessions:
 - Flying in Canada & Alaskan Highway
 - Line Service Liability
 - FAR Refresher
 - MountainFlying
 - Weather Radar/Stormscope & Icing
- 3:00- 4:30 Display area open - coffee served (sponsored by Wilbur-Ellis)
- 3:45- 4:30 Concurrent sessions:
 - Legislative Issues
 - Risk Management & Insurance Trends
 - Loran C
 - Ag Seminar
 - Aviation & Medicine
- 5:00- 6:30 Display area open - individual hospitality hours
- 7:30- 9:00 Stress Management

Friday, March 14

- 7:30- 9:00 Business Meetings
 - MAAA Meeting
 - Flying Farmers Meeting
 - Aeronautics Board Meeting
 - MATA Board Meeting
 - MPA Board Meeting
- 8:00-10:00 Mechanics Seminar
- 9:00-10:00 WMATA Meeting
- 9:00-11:30 FAA Listening Session - Charles Foster, director, Northwest Mountain Region
- 10:00-11:00 Display area open - coffee served
- 10:45-11:30 Concurrent sessions:
 - Ag Seminar
 - Flying Companion Seminar - Part II
 - Communications

- 12:00- 1:30 Luncheon - Tom Watt, director, Aviation Branch, Alberta Transportation
- 1:30- 3:00 Mechanics Seminar
- 1:45-2:30 Concurrent sessions:
 - Legislative Issues
 - NATA, AOPA, NASAO and State Issues
 - Aircraft Taxation
 - Computers in Aviation Businesses
 - FAA Safety Seminar
- 3:00- 4:00 Display area open - coffee served
- 3:00- 3:45 Concurrent sessions:
 - Airport Managers Listening Session
 - Flying in Canada & Alaskan Highway
 - High Altitude Physiology
 - Flying Companion Seminar - Part III
 - Handling Aviation Business Accounts
- 3:45- 5:15 Open Forum - Aeronautics Board
- 5:00- 7:00 Display area open
- 6:00- 7:00 Hospitality hour in display area
- 7:00- 9:00 Dinner - Paul Poberezny, president, Experimental Aircraft Association

Saturday, March 15

- 7:30- 9:00 Aerospace Workshop Teachers Meeting
- 8:00- 9:00 Business Meetings
 - EAA Meeting
 - 99s Meeting
- 8:00-10:00 MATA General Meeting
- 8:00-11:30 MPA General Meeting
- 9:00-10:00 WMATA Meeting
- 9:00-11:00 Display area open
- 9:30-10:15 Concurrent sessions:
 - Legislature - How to Testify - How to Lobby
 - Fuel Tanks - Handling, Storage & New Regulations
 - High Altitude Physiology
 - Airport Improvements - Technical Help & Financing
 - Communications
- 10:00-11:00 Coffee served in display area
- 10:45-11:30 Concurrent sessions:
 - Aviation Medicine
 - Weather Radar/Stormscope & Icing
 - Ag Seminar
 - NATA, AOPA, NASAO - Their Involvement with State Issues
 - Loran C
- 12:00- 1:30 Luncheon - Don Clausen, Aviation Education, FAA, Washington, D.C.
- 1:00- 5:00 Mechanics Seminar

1:45- 3:15 Aviation Education Panel:
 Don Clausen, FAA, Washington, D.C.
 Robert Warner, Executive Vice President,
 NASAO
 Bill Shea, Center for Aerospace Sciences, Univ.
 North Dakota
 Noel Bullock, Aerospace Education, Rocky Mtn.
 Region, CAP

1:45- 2:30 Concurrent sessions:
 Mountain Flying
 FAA Safety Seminar
 Handling Toxic Wastes
 NATO, AOPA, NASAO - Their Involvement
 with State Issues

2:00- 4:00 Display area open

2:00- 4:00 Autographs and visit with Major James Adamson,
 NASA Astronaut

3:00- 4:00 Coffee served in display area

3:30- 4:15 Concurrent sessions:

Aircraft Taxation
 Stress Management
 Legislature - How to Testify - How to Lobby
 Flying in Canada & Alaskan Highway
 Aviation Careers

5:00- 7:00 Display area open

5:30- 7:00 Hospitality hour in display area

7:00- 9:00 Dinner - Major James C. Adamson, NASA
 Astronaut

Sunday, March 16

9:30-11:00 Conference Committee meeting to select date and
 site of 1987 Conference

The following companies have reserved exhibit booth space at the 1986 Montana Statewide Aviation Conference:

AAR WESTERN SKYWAYS

AEROTRONICS

AIRCRAFT TECHNICAL
 PUBLISHERS

AMSOIL

ARNAV SYSTEMS, INC.

AVIALL

AVIONICS ASSOCIATES, INC.

CASPER AIR SERVICE

CENTURY WEST ENGINEERING

CHAMPION SPARK PLUGS

CHEVRON CHEMICAL

CORNBELT CHEMICAL

CORPORATE AIR

DUPONT AGRIPRODUCTS

EMBRY-RIDDLE UNIVERSITY

E-Z-WAY, INC.

FAA

GILLIS AVIATION

GLOBAL WEATHER DYNAMICS

HAYNES ENVIRONMENTAL
 SYSTEMS

HOECHST-ROUSSEL

LIFT-A-LITE, INC.

LYNCH FLYING SERVICE

MONTANA AERONAUTICS

DIVISION

NATIONAL AVIATION

UNDERWRITERS

NORTHROP UNIVERSITY

NORTHWEST AIRLINES

OMAHA AIRPLANE SUPPLY

PHILLIPS PETROLEUM

QUEEN BEE AIR SPECIALTIES

R/STOL SYSTEMS

RAPCO

SAFE-HIT CORPORATION

SALT LAKE BEECHCRAFT

SUPERIOR AIR PARTS

TAVIATION

TELEDYNE CONTINENTAL

MOTORS

3M COMPANY

II MORROW

UNION CARBIDE AG PRODUCTS

UNIVERSITY OF NORTH DAKOTA

VAN DUSEN AIRCRAFT SUPPLIES

VELSICOL CHEMICAL

WESTCHEM AGRICULTURAL

CHEMICALS

WESTERN FLYER

REGISTRATION FORM

MONTANA STATEWIDE AVIATION CONFERENCE - MARCH 12 - 15, 1986

If you wish to attend the kick-off luncheon, scheduled for 11:30 a.m. on Thursday, March 13, you must pre-register - either by use of this form or by calling the Division office at 444-2506.

Mail to: Montana Statewide Aviation Conference
 Box 5178
 Helena, MT 59604

PLEASE PRINT

NAME(S) OF PARTICIPANT(S) _____

ADDRESS _____

PHONE _____ EXPECTED MODE OF TRAVEL: AUTO ____ AIR ____ DATE _____

REGISTRATION FEE ENCLOSED: _____ WILL PAY ON ARRIVAL _____

(Make checks payable to Montana Statewide Aviation Conference. Registration fees: \$15 for participant; \$10 for spouse.)

I (we) will be attending the keynote luncheon on Thursday, March 13. Please make reservations for _____ people.

Division and FAA Conduct Safety Programs

On January 27, an aviation safety program was held for pilots in the Glendive area. The program, organized by Leon Baker, was attended by approximately 20 pilots and was a joint presentation by Ron Waterman, FAA Accident Prevention Specialist, and Fred Hasskamp, chief, Safety and Education Bureau, Montana Aeronautics Division.

The Big Sky Chapter of the EAA sponsored an aviation safety program at Belgrade on January 28. This meeting was organized by Leonard Healy and Frank

Elliott and the Gallatin Valley Hangar of the MPA provided refreshments. With 80 area pilots in attendance, three local flight instructors - Greg Mecklenberg, Paul Newby, and Patty Mitchell - spoke on airport procedures and "see and avoid." Fred Hasskamp spoke about pilot proficiency standards and reviewed the 1985 accidents in Montana, relating them to adverse weather and/or proficiency. Ron Waterman, FAA, presented a new accident prevention slide program, "On Landings - Part I," and the "Wings" program.

A Flight Instructor's Credo
*Lord, he will walk in my image and as
I have taught him,*

*Therefore, let me not make the small,
careless mistakes, but help me to
show him that the right way is the
safe way, so he will fly again to-
morrow.*

*If I may, Lord, pray a lot, scold a bit,
cuss a mite, so he can fly safely all
his life.*

(Courtesy of Mr. George Holey)

2,500 copies of this public document were published at an estimated cost of \$.29 per copy for a total cost of \$718.40, which includes \$543.40 for printing and \$175 for distribution.

MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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Helena, Montana 59604

February 1986

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